





## Intimations.

WHAT TO DRINK!  
AND THE TIME TO DRINK IT!

Before Breakfast.

CHAMPAGNE BITTERS

AND

CROWN SODA.

Before Tiffin.

CHAMPAGNE BITTERS

AND

SHERRY.

Before Dinner.

THE SAME.

At other times and at all times  
Champagne Bitters and Whiskey is  
good.Stick to this advice and you'll  
never know you have a liver.WATKINS,  
LIMITED.

Chemists and Aerated Water

Manufacturers.

Hongkong, 13th August, 1901. [714c]

COTTAM &amp; Co.

JUST ARRIVED.  
THE FAVOURITE SUMMER COLLAR  
1 1/2 INCH "LEADER"  
BATH GOWN.  
OVERLAND TRUNKS.  
Hongkong, 20th July, 1901. [671c]

## Insurances.

"L'UNION"

FIRE INSURANCE COMPANY, LD.  
(Established 1828).THE Undersigned, having been appointed  
GENERAL AGENT for the above  
Company, is prepared to ACCEPT RISKS  
at current rates.  
Claims settled direct without reference to the  
Head Office.

Hongkong, 5th July, 1901. [712c]

NORTH GERMAN FIRE INSURANCE  
COMPANY OF HAMBURG.THE Undersigned AGENTS of the above  
Company are prepared to accept First  
Class FOREIGN AND CHINESE RISKS at  
CURRENT RATES.

Hongkong, 28th May, 1901. [713c]

KELLY &amp; WALSH, LD.

ARDATH,  
THE HIGH CLASS SMOKING MIXTURE.MANUFACTURED and blended from the VERY FINEST TOBACCOS Guaranteed  
FREE from all artificial flavourings and scents so injurious to health, but now so often-  
found in Smoking Mixtures.  
Smokers will find the "ARDATH MIXTURE" delightfully Sweet and Cool, and, owing  
to its PURITY, the Tobacco will keep in GOOD condition in all climates.  
Modern scientific authorities declare "ARDATH" the Healthiest Tobacco.  
Packed in 1/2 lb Air Tight Tins MILD, MEDIUM and Full Strength, Price 90 cents per Tin.  
Hongkong, 12th August, 1901. [690c]OLD MATURED  
JOHN WALKER WHISKEY,  
FROM THE FAMOUS  
KILMARNOCK DISTILLERY.  
THE FAVOURITE WHISKY IN THE OLD COUNTRY.  
ASK FOR IT!

Hongkong, 22nd July, 1901. [776c]

A. CHEE &amp; Co.

17A, Queen's Road, Central.  
ESTABLISHED 1859.FURNITURE DEALERS:  
IMPORTERS OF EUROPEAN GOODS OF ALL KINDS;Silver Plated, Glass and China Wares, Iron Bedsteads and Mat-  
tresses; Cutlery and Dinner Services; Cooking Ranges and Kitchen  
Utensils, Aspinall's Enamels, &c., &c.Our store is situated between the Principal Banking Institutions and  
Hotels in Hongkong.  
Hongkong, 25th July, 1901. [777c]WILLIAM POWELL, LIMITED,  
GENERAL DRAPERS AND GENTLEMEN'S OUTFITTERSOF  
QUEEN'S ROAD CENTRAL.Are now showing a Large and varied Stock of  
SUMMER DRESS MATERIALS, SILKS, RIBBONS, LACES, HOSIERY, GLOVES, &c.  
LATEST London and Paris Fashions constantly arriving, inspection invited.R. G. HECKFORD,  
Manager.To-day's  
Advertisements.WANTED.  
AN ENERGETIC MAN for HARBOUR  
WORK.  
Apply by Letter only to—  
THE FUMIGATING AND DIS-  
INFECTING BUREAU,  
41, Des Vaux Road, Central.  
Hongkong, 15th August, 1901. [878c]NIPPON YUSEN KAISHA.  
FOR MANILA.  
THE Company's Steamship  
(3,873 Tons Gross, Captain H. Fraser), will be  
despatched for the above Port, on FRIDAY,  
the 23rd instant, at 4 P.M.  
This new Mail Steamer is specially con-  
structed for service in the Tropics, and is pro-  
vided with superior accommodation and with  
all modern fittings and improvements for the  
safety and comfort of Passengers. Electric  
Light and Refrigerator. Doctor and Stewardess  
carried.  
For Freight or Passage, apply to  
A. S. MIHARA,  
Manager.  
Hongkong, 15th August, 1901. [879c]SHEWAN TOMES & CO'S  
"NEW YORK" LINE.  
FOR NEW YORK VIA SUEZ CANAL.  
THE Steamship  
"ATAKA,"  
will be despatched for the  
above Port, on or about the 15th September.  
To be followed by the  
S.S. "ANAPA,"  
about 15th October, 1901.  
For Freight, apply to  
SHEWAN TOMES & CO.,  
Agents.  
Hongkong, 15th August, 1901. [871c]NIPPON YUSEN KAISHA.  
NOTICE TO CONSIGNEES.  
FROM MIDDLESBOROUGH, ANTWERP,  
LONDON, PORT SAID, COLOMBO,  
AND SINGAPORE.  
THE Company's Steamship  
"SANUKI MARU,"  
having arrived from the above Ports, Consignees  
of Cargo are hereby informed that their Goods  
are being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godown at Kowloon, where each  
consignment will be sorted out mark by mark  
and delivery can be obtained as soon as the  
goods are landed.  
Optional goods will be carried on unless  
instructions are given to the contrary before  
4 P.M., TO-DAY.  
Goods not cleared by the 22nd instant, will  
be subject to rent.  
No Fire Insurance will be effected.  
All ship-damaged packages must be left in  
the Godowns and Notice of same sent to this  
Office before the 25th instant, or claims in  
connection therewith will not be recognised.  
NIPPON YUSEN KAISHA.  
Hongkong, 15th August, 1901. [872c]TOYO KISEN KAISHA.  
NOTICE.  
CONSIGNEES OF CARGO per Steamship  
"NIPPON MARU,"  
are hereby notified that their Goods are at their  
risk being discharged into Lighters (and/or  
landed into our Godowns at Wandai and  
delivery may be had either from Lighters or  
from our Godowns upon countersignature of  
Bills of Lading.  
Goods remaining unclaimed after the 21st  
instant, will be subject to rent.  
No Fire Insurance has been effected.  
GEORGE ECKLEY,  
Acting Agent.  
Hongkong, 15th August, 1901. [7]To-day's  
Advertisements.NOTICE.  
INSTITUTION OF ENGINEERS  
AND SHIPBUILDERS OF  
HONGKONG.  
FROM This Day Mr. W. R. JONES  
CEASES to be Manager of the above  
Institution.  
Hongkong, 15th August, 1901. [875c]INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.  
FOR SAMARANG AND SOERABAYA.  
THE Company's Steamship  
"CHUNSAUNG,"  
Captain Muir, will be despatched as above  
on THURSDAY, the 22nd instant, at Noon.  
For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.  
Hongkong, 15th August, 1901. [876c]A. S. WATSON & Co.,  
LIMITED.  
ESTABLISHED A.D. 1841.  
THE LEADING MANUFACTURERS  
OF  
AERATED  
WATERS.  
IN THE FAR EAST.OUR FACTORIES are construct-  
ed with every attention to the best  
principles that sanitary science can  
suggest, and our NEW FACTORY  
at WEST POINT is the LARGEST  
and BEST EQUIPPED in the FAR  
EAST.  
A perfect System of Filtration is  
employed guaranteeing Absolute  
purity.  
The Machinery used is of the Latest  
Type.  
A STAFF OF ENGLISH EXPERTS  
attends to every detail of the Manu-  
facture.  
The Waters produced are of the  
highest class and excellence, as testi-  
fied by the best English makers.  
A. S. WATSON & CO., LIMITED,  
THE HONGKONG DISPENSARY,  
Hongkong.The Hongkong Telegraph  
HONGKONG, THURSDAY, AUGUST 15, 1901.NOTES AND COMMENTS.  
Jerry Buildings.  
Last night's collapse of buildings in  
Cochrane Street will serve to show that the  
questions to be put at the next Council  
Meeting by the Honourable T. H. WHITE-  
HEAD are by no means uncalled for. An  
inspection of the collapsed premises will  
reveal at once the badly laid brickwork of  
the walls, the poorly made and irregularly  
shaped bricks, the miserable stuff which our  
builders are pleased to call mortar and, in  
fact, that the buildings were simply chucked  
together.  
Another point to which we should like to  
call attention is the fact that the collapse has  
occurred in one of those old houses to which  
an extra storey has lately been added, and  
which we have so frequently condemned and  
this, we have no doubt, will serve to account  
in some measure for the fatal collapse of last  
night. It would be interesting to know, and  
we hope that it will come out at the en-  
quiry, which we presume will be held,  
what inspection, if any, was made of these  
premises before permission was given for  
the addition of another storey. We should  
also like to be informed as to whether any  
inspection of the foundations of the building  
was made prior to the addition, or whether  
it was taken for granted, without inspection,  
that they were in order and capable of  
bearing the increased strain.  
These collapses are becoming of much too  
frequent occurrence in Hongkong, and when  
one takes a stroll through certain districts of  
the city one's only wonder is that they do  
not occur with every shower of rain. Any  
European builder will tell you that the class  
of work which is passed in buildings in  
Hongkong is disgraceful. The bricks are  
bad, they are irregular in size, the mortar  
does not deserve its name, and the work is  
done in so slovenly a fashion that it is a  
wonder the houses hold together at all.  
Of course so long as our cheap houses  
were only one or two storeys in height this  
poor material and workmanship did not  
matter so much, but now that every building  
is being run up to the extreme limit allowed  
by law, and extra storeys are being added to  
the older ones to squeeze out a few more  
dollars for the rapacious landlord, the faults  
in construction and the poor material are  
bringing about the collapses which under  
such circumstances are inevitable.We think that some regulation is required  
by which builders would be obliged to use  
really good material in all lofty buildings.  
Blue brick, and mud instead of mortar, will  
never do for the skyscraper structures which  
are now being run up. The majority of  
hand-made bricks here are so irregular  
in shape that it is impossible to lay the  
courses properly, and when one adds to this  
the fact that the builder only too often  
scamp his work in order to save expense,  
and fills in the centre of a wall with broken  
odds and ends, it is easily seen that such  
work cannot be expected to stand a great  
strain.  
Of course many will immediately blame  
the Inspector of Buildings for this state of  
affairs and ask how it is that he does not  
condemn such work. The answer to this is  
very simple. We have only one man to over-  
see buildings in the Colony and, as we point-  
ed out the other day, it takes him some six  
months to go round houses in course of  
erection. Thus it happens that he is totally  
unable to keep an eye upon any particular  
building and the builder is free to scamp work  
to his heart's content. He knows very well  
that the visits of the Inspector must be few  
and far between, and that all scamped work  
which he can get put in and get hidden be-  
tween visits is so much clear profit to him:  
Is it then to be wondered at that jerry  
building flourishes?Signs of the Times.  
Speaking at Rouen, we are told, M.  
DOUMER, the Governor General of Indo-  
China, avowed that the object of France in  
conquering and annexing was to capture the  
Chinese market.  
He also alluded to the Yunnan Railway  
Question. It was the plateau of Yunnan,  
he said, that dominated the Yangtze Valley,  
and he went on to ask his audience to cast  
their eyes upon a map. The Asiatic Con-  
tinent, he said, was barred across by the  
chain of Himalayas. There were only two  
points of penetration—Afghanistan and  
Yunnan. Did not that sufficiently indicate  
the interest France had in pushing their  
commercial activity in that direction?  
This certainly points to the fact that  
France is playing a deep game and aims at  
aiding the steady march of Russia in extend-  
ing her territories in Asia from the Arctic  
to the Indian Oceans. France will, of  
course, expect a little remuneration for her  
helping the Bear, and we see that in the  
latest Atlas of the Far East, which we notice  
to-day in another column, the Provinces of  
Kwang Tung and Kwang Si are marked  
"French Sphere." This we think should  
furnish food for reflection for all interested  
in the welfare of China. If the British are  
working for the integrity of China and the  
Open Door, it is very evident that Russia  
and France are not. These two Powers  
would like to divide the country between  
them, and this fact ought not for a moment  
to be lost sight of. How anxious France is  
to earmark the Two Kwangs is easily seen  
by her activity upon the Canton waterways,  
her establishment of French pillar boxes in  
Canton itself, and the manner in which the  
French authorities strive to dictate to the  
Canton Viceroy. All these straws show very  
clearly which way the wind blows.REUTER'S TELEGRAMS.  
KING EDWARD AND COUNT VON  
WALDERSEE.  
LONDON, August 13th.  
King Edward received Count von Walder-  
see at Homburg, and conferred upon him  
the Grand Cross of the Bath.  
THE LATE EMPRESS FREDERICK.  
The coffin of the late Empress Frederick  
was removed from Cronberg church to the  
station by torchlight yesterday evening. The  
remains were followed by a princely cortege.  
LATER.  
THE FUNERAL OF THE LATE  
EMPRESS FREDERICK.  
The funeral of the late Empress Frederick  
was, in accordance with the wish of the de-  
ceased, of the simplest character. Only the  
members of the family, and the principal  
civil and military authorities attended.  
GAMBIA.  
Reuter's correspondent learns that an im-  
portant agreement has been concluded  
between the British Gambia Government  
and a powerful chief, whereby both banks  
of the River Gambia to the Anglo-French  
frontier become British territory.WEATHER REPORT.  
The Observatory report says:—  
On the 15th at 11.55 a.m. the barometer has  
risen over the S. coast of China. Pressure re-  
mains high over the Pacific in the neighbour-  
hood of the Loochoos, and gradients are moder-  
ate to slight for S. and S.E. winds on the China  
coast and in the N. part of the China Sea.  
Forecast:—Moderate S.E. winds; squally,  
showery.LOCAL AND GENERAL.  
MESSRS. H. PRICE & Co. tell us that Messrs.  
John Dewar & Sons, Ltd., have received a  
Royal Warrant from the King for the supply  
of their Scotch whiskies. We presume that  
this means that all loyal Britishers must in  
duty bound patronize this brand of whisky.  
Anyhow, we don't think they can do better  
for the whisky produced by this firm speaks  
for itself, and the fact that His Majesty has  
taken to it only serves to show that our august  
Sovereign knows a good thing when he tastes it.  
A serious accident occurred at Section 4,  
Taichong Pagar Wharf, last evening, says the  
Singapore Free Press of the 6th inst. Some  
Australian horses, consigned to Dallen's stables  
here, were being landed, when, frightened by a  
number of Chinese coal coolies, three of the  
animals broke loose and bolted, knocking over  
three Chinamen, and themselves sustaining  
severe injuries before they were stopped. Even-  
tually all three horses had to be shot, and one  
of the three Chinamen, who were removed to  
the Hospital, died this morning.A TELEGRAM, dated London, August 4th, to  
the *Asahi* *Mainichi* says:—The crew of the  
new battleship *Mikasa* Kan are sight-seeing  
in London, where they are receiving a hearty  
welcome.  
H.M.S. *Rambler*, Capt. Smyth, arrived at  
Singapore from Colombo on the 4th inst., and  
anchored in the roads. The *Rambler* is bound  
for Borneo, but her date of departure is uncer-  
tain. "She is of 835 tons, has a crew of 100,  
carries 2 large guns, and has engines of 650  
horse-power."FROM a private letter the *Japan Advertiser*  
has an account of a somewhat thrilling inci-  
dent which happened on Asanayama, Japan, on  
the 1st inst. It seems that with a party of  
foreigners making the ascent, all had gone  
well until, on assembling at breakfast, Miss  
Ratti, a Governess in the family of Mrs.  
Dinsdale of Yokohama, was discovered to be  
missing. After searching, and about for two  
hours, they left food and blankets with  
Japanese to continue the search while they  
descended for assistance. At noon the Japan-  
ese came down reporting a want of success,  
and a large party was at once organized with  
two days provisions and powerful field glasses.  
Sometime during the afternoon their glasses  
revealed something moving on Koyama, a  
small peak to the left of Asama, and going in  
that direction, the missing lady was found com-  
pletely exhausted, having lain down, as she  
thought, to die.COMMENTING on Pinang Races, "Pinang"  
in the local paper says:—Of course, I have  
been to the Races, and I go again to-day. To  
be strictly truthful, you know, I didn't enjoy  
them one bit. There were the griffins and the  
older horses—the same old crowd; and there  
were the griffins and the older men—the uter-  
ly same old crowd. Everybody was desper-  
ately in earnest, of course. Some were dressy  
and wore headpieces, and some had sensible  
taps on, and looked shame-faced. The ladies  
—of course, the ladies were charming, and  
cute, and one blaze of beauty and fashion; but  
Lord! how solemn and smileless they were,  
one and all! There is a hoary old falsehood  
in existence about the British taking their  
pleasures sadly. Somebody visited the Penang  
Races, and generalized—for he was certainly a  
globe trotter. Hence the *canard*. As for me,  
I'd like to pay out money—and expletives  
—but honestly, that does not mean that I  
am prejudiced. Even our lively Penang Band  
is a little subdued on these occasions. Every-  
body is, except at the bar for a brief moment  
while some successful owner is standingWe have frequently pointed out that the erec-  
tion of extra storeys upon old buildings would,  
sooner or later, lead to some big disaster at-  
tended by great loss of life. Last night's col-  
lapse shows that our fears were by no means  
groundless. Now that a large number of people  
have been killed by the collapse of one of these  
very jerry-built structures, we hope that the  
Government will take steps to guard against a  
repetition of the disaster. Had any attention  
been paid to the numerous warnings that have  
appeared from time to time in our columns, the  
present collapse would never have occurred.  
There are numerous other houses within a very  
short radius of Cochrane Street which should  
be looked to immediately. They are in a shock-  
ingly unsafe state now, and it only needs a good  
spell of wet weather to bring them down by the  
ruin. What a pity it is that the landlords of  
these death traps are not forced to live in them!  
Then perhaps they would be better built in the  
first instance and kept in fair repair. As mat-  
ters now stand you have to pay a large price to  
be allowed to risk your life in one of these jerry-  
built structures, and we very much doubt if, in  
the event of a collapse, you would be able to  
claim damages from the landlord. Somehow  
or other nobody seems to be blamed for a col-  
lapse. The verdict is usually "couldn't stand  
up, so fell down, nobody to blame!"AT THE MAGISTRACY.  
IMPUDENT THEFT.  
Tsai Loi for stealing \$55 worth of knives,  
&c., from Mr. Carl Rogge, broker, was sent to  
prison for three months.  
DISORDERLY CONDUCT.  
Mr. F. M. Chavez, boarding house keeper,  
charged Austria Malay with disorderly conduct.  
Mr. Nolan interpreted in Portuguese. The  
defendant was fined \$2.00.  
V. F. Johnson and Chris Larson, both from  
the land of the Stars and Stripes, were charged  
with fighting by Mr. Percy Hardman at the  
Sailors' Home.  
The defendants both said they were not  
fighting. Mr. Hazland fined them each \$5.  
It would be more to the purpose if they  
were made to see Stars and feel Stripes in  
their own country.ANOTHER UNDESIRABLE.  
William McPherson of the Star Coffee palace  
had Edward Watson of America fined \$5 for  
being disorderly. We are getting some fine  
specimens from the land of wooden nutmegs.  
BURGLARING.  
Yeung Choi was awarded two months' hard  
labour for breaking into a woman's house in  
Temple Street and stealing some clothing.  
STEALING FROM THE PERSON.  
Chung Tsai was put away for three weeks  
for stealing \$1.70. The complainant got his  
hand in his pocket.DRUNK.  
Patrick Cedane, 41, needless to say, for  
America, was fined \$5 for being disorderly and  
assaulting the arresting constable.THE TYPHOON RELIEF FUND.  
A meeting of the Committee of the Typhoon  
Relief Fund was held this morning at 12 noon  
in the Council Chamber. There were present:  
His Excellency Sir Henry Blake G.C.M.G.  
(presiding), The Hon. Stuart Lockhart, Hon.  
Secretary, Sir Thomas Jackson, Hon. Treas-  
urer, Mr. Fung Wa Chuen, Mr. Ho Fook, and  
Mr. Loo Kuen Ting.  
The Hon. C. P. Chater was too indisposed to  
attend.  
The Hon. Secretary read the minutes of the  
last meeting and correspondence from the sub-  
committee with reference to closing the fund  
account.  
Sir Thomas Jackson handed in a statement  
showing the position of the fund to date, it  
read as follows:—TYPHOON FUND.  
Chinese Subscriptions ..... 21,363  
Foreign ..... 7,071.55  
Bank Interest ..... 15.66  
Cheques drawn  
per Fung Wa Chuen ..... 2,784  
" " " " ..... 16,000  
" " " " ..... 6,000  
Balance available ..... \$24,784His Excellency, the Governor said:—The  
gentlemen present would no doubt remember  
the awful occurrence of Nov. 9th last. He  
(His Excellency) on that occasion, went to the  
scene of the disaster, and was appalled at the  
sight that met his eyes, and withal and desolation  
on every side, tens of thousands of dollars  
worth of property destroyed and hundreds of  
lives lost. He took the first opportunity  
of sending to the Directors of the Typhoon  
Relief Fund asking them to beset themselves in  
assisting the stricken people and to his delight  
these gentlemen had already taken the matter  
in hand and despatched two launches fitted  
with every requirement to succour the wounded  
and recover the bodies of the drowned. In his  
opinion the prompt action of the Directors  
should be given all publicity. All praise was  
due to them for their kindly forethought.Subsequently a public meeting was held  
with the result that \$23,450 was handed  
over to a sub-committee for distribution.  
The record of the sub-committee's labour  
was now before them and on inspection  
it would be seen that these gentlemen had gone  
about their work. No case for relief had been  
too small to be minutely investigated, no case  
too large to be carefully gone into. \$37 claims  
had been dealt with varying from \$20 up to  
\$50 and for every disbursement a voucher  
was produced. The heartfelt thanks of the  
whole community were due to Messrs. Fung  
Wa Chuen, Ho Fook and Mr. Loo Kuen Ting  
who had by their actions brought comfort into  
the homes of hundreds of deserving people.  
Thanks were due to The Hon. Treasurer,  
Sir Thomas Jackson for the trouble he had  
taken in this matter especially as much  
of the fund had been collected in small  
amounts. The Chinese community gen-  
erally had nobly responded to the call as  
could be seen by the figures of the  
amount collected. The next question was  
What to do with the balance viz. \$3,327. He  
would suggest that this sum be distributed  
amongst the families who had suffered in the  
three disasters that had recently happened.  
He referred to the accident on the *Arctura*  
at the Docks, the fire in Victoria Street on  
July 2nd, and the collapse of the buildings  
in Cochrane Street, just reported. With  
regard to the fire on board the steamer at  
the Docks, on applying to the police  
asking if anything had been done by the Com-  
pany to relieve the sufferers he was informed  
that no sum had been granted but, on further  
enquiries being made a letter had been received  
from the Secretary to the Company, saying  
that the matter would come before the Direc-  
tors on the 19th of this month. He was sure  
they could depend on this rich and influential  
corporation doing everything that would be  
just and proper to the families of the men who  
met their death in the execution of their duty.  
The sad accident of last night must also create  
great distress. He would suggest the present  
subcommittee retain the balance of money  
available and distribute it amongst the neces-  
sitous cases in connection with the accidents  
mentioned. The best thanks were due to them  
for what they had done. Would they carry on  
their work of mercy a little longer?Mr. Fung Wa Chuen (after conferring with  
the other two gentlemen) said they would with  
pleasure undertake the further work proposed  
and wished at that juncture on behalf of the  
Chinese people to tender their warmest thanks  
for the way in which the European community  
had subscribed to the fund. The two people  
uniting in a common act of charity must lead  
to a cordial understanding.Sir Thomas Jackson as treasurer advocated  
as a business act the closing of the Typhoon  
Fund and starting a fresh account with the  
balance under a new title such as the sub-  
committee might decide upon.  
The Hon. J. H. Stewart Lockhart (Colonial  
Secretary) seconded the proposition.  
His Excellency on second thoughts con-  
curred in this motion: A vote of thanks was given  
to the Colonial Secretary as Hon. Secretary  
at the Hon. Treasurer, also to the Registrar  
General who had rendered every assistance.  
Below we give minutes of a committee meet-  
ing dated December 17th also report of sub-  
committee:—Hongkong, 17th December, 1900.  
A Meeting of the Committee of the above  
Fund was held in the Council Chamber this  
morning. His Excellency the Governor oc-  
cupied the Chair. The Members of the Com-  
mittee present were:—Sir Thomas Jackson,  
The Honourable J. J. Keswick, The Honour-  
able J. H. Stewart Lockhart, C.M.G., Mr. Fung  
Wa Chuen, Mr. Ho Fook, and Mr. Loo Kuen  
Ting.  
The Honorary Treasurer (Sir Thomas Jack-  
son) stated that subscriptions to the amount of  
\$14,102.66 and 2/5 had been received.  
Mr. Fung Wa Chuen informed the Committee  
that he had collected a further sum of \$7,000,  
which would make a grand total of \$21,102.66  
and 2/5. He further stated that he and his  
colleagues had been assisted in their en-  
quiries by many of the leading Chinese resi-  
dents. They had investigated 145 cases,  
which are in need of relief. It was estimated  
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Mr. Fung Wa Chuen also reported that there  
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tomorrow. The total loss in cases requiring  
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It was agreed that the Chinese Members of  
the Committee should be empowered to dis-  
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with the most deserving cases in the first in-  
stance, and that they should furnish a complete  
report of the cases relieved and a complete  
disbursement for the future information of sub-  
scribers to the Fund.  
It was decided that the Subscription List  
should be closed on Saturday next the 24th in-  
stant, and that those who wish to subscribe  
before that time should do so, and that the  
Honorary Treasurer on the 24th shouldA meeting of the Committee of the Typhoon  
Relief Fund was held this morning at 12 noon  
in the Council Chamber. There were present:  
His Excellency Sir Henry Blake G.C.M.G.  
(presiding), The Hon. Stuart Lockhart, Hon.  
Secretary, Sir Thomas Jackson, Hon. Treas-  
urer, Mr. Fung Wa Chuen, Mr. Ho Fook, and  
Mr. Loo Kuen Ting.  
The Hon. C. P. Chater was too indisposed to  
attend.  
The Hon. Secretary read the minutes of the  
last meeting and correspondence from the sub-  
committee with reference to closing the fund  
account.  
Sir Thomas Jackson handed in a statement  
showing the position of the fund to date, it  
read as follows:—TYPHOON FUND.  
Chinese Subscriptions ..... 21,363  
Foreign ..... 7,071.55  
Bank Interest ..... 15.66  
Cheques drawn  
per Fung Wa Chuen ..... 2,784  
" " " " ..... 16,000  
" " " " ..... 6,000  
Balance available ..... \$24,784His Excellency, the Governor said:—The  
gentlemen present would no doubt remember  
the awful occurrence of Nov. 9th last. He  
(His Excellency) on that occasion, went to the  
scene of the disaster, and was appalled at the  
sight that met his eyes, and withal and desolation  
on every side, tens of thousands of dollars  
worth of property destroyed and hundreds of  
lives lost. He took the first opportunity  
of sending to the Directors of the Typhoon  
Relief Fund asking them to beset themselves in  
assisting the stricken people and to his delight  
these gentlemen had already taken the matter  
in hand and despatched two launches fitted  
with every requirement to succour the wounded  
and recover the bodies of the drowned. In his  
opinion the prompt action of the Directors  
should be given all publicity. All praise was  
due to them for their kindly forethought.Subsequently a public meeting was held  
with the result that \$23,450 was handed  
over to a sub-committee for distribution.  
The record of the sub-committee's labour  
was now before them and on inspection  
it would be seen that these gentlemen had gone  
about their work. No case for relief had been  
too small to be minutely investigated, no case  
too large to be carefully gone into. \$37 claims  
had been dealt with varying from \$20 up to  
\$50 and for every disbursement a voucher  
was produced. The heartfelt thanks of the  
whole community were due to Messrs. Fung  
Wa Chuen, Ho Fook and Mr. Loo Kuen Ting  
who had by their actions brought comfort into  
the homes of hundreds of deserving people.  
Thanks were due to The Hon. Treasurer,  
Sir Thomas Jackson for the trouble he had  
taken in this matter especially as much  
of the fund had been collected in small  
amounts. The Chinese community gen-  
erally had nobly responded to the call as  
could be seen by the figures of the  
amount collected. The next question was  
What to do with the balance viz. \$3,327. He  
would suggest that this sum be distributed  
amongst the families who had suffered in the  
three disasters that had recently happened.  
He referred to the accident on the *Arctura*  
at the Docks, the fire in Victoria Street on  
July 2nd, and the collapse of the buildings  
in Cochrane Street, just reported. With  
regard to the fire on board the steamer at  
the Docks, on applying to the police  
asking if anything had been done by the Com-  
pany to relieve the sufferers he was informed  
that no sum had been granted but, on further  
enquiries being made a letter had been received  
from the Secretary to the Company, saying  
that the matter would come before the Direc-  
tors on the 19th of this month. He was sure  
they could depend on this rich and influential  
corporation doing everything that would be  
just and proper to the families of the men who  
met their death in the execution of their duty.  
The sad accident of last night must also create  
great distress. He would suggest the present  
subcommittee retain the balance of money  
available and distribute it amongst the neces-  
sitous cases in connection with the accidents  
mentioned. The best thanks were due to them  
for what they had done. Would they carry on  
their work of mercy a little longer?Mr. Fung Wa Chuen (after conferring with  
the other two gentlemen) said they would with  
pleasure undertake the further work proposed  
and wished at that juncture on behalf of the  
Chinese people to tender their warmest thanks  
for the way in which the European community  
had subscribed to the fund. The two people  
uniting in a common act of charity must lead  
to a cordial understanding.Sir Thomas Jackson as treasurer advocated  
as a business act the closing of the Typhoon  
Fund and starting a fresh account with the  
balance under a new title such as the sub-  
committee might decide upon.  
The Hon. J. H. Stewart Lockhart (Colonial  
Secretary) seconded the proposition.  
His Excellency on second thoughts con-  
curred in this motion: A vote of thanks was given  
to the Colonial Secretary as Hon. Secretary  
at the Hon. Treasurer, also to the Registrar  
General who had rendered every assistance.  
Below we give minutes of a committee meet-  
ing dated December 17th also report of sub-  
committee:—Hongkong, 17th December, 1900.  
A Meeting of the Committee of the above  
Fund was held in the Council Chamber this  
morning. His Excellency the Governor oc-  
cupied the Chair. The Members of the Com-  
mittee present were:—Sir Thomas Jackson,  
The Honourable J. J. Keswick, The Honour-  
able J. H. Stewart Lockhart, C.M.G., Mr. Fung  
Wa Chuen, Mr. Ho Fook, and Mr. Loo Kuen  
Ting.  
The Honorary Treasurer (Sir Thomas Jack-  
son) stated that subscriptions to the amount of  
\$14,102.66 and 2/5 had been received.  
Mr. Fung Wa Chuen informed the Committee  
that he had collected a further sum of \$7,000,  
which would make a grand total of \$21,102.66  
and 2/5. He further stated that he and his  
colleagues had been assisted in their en-  
quiries by many of the leading Chinese resi-  
dents. They had investigated 145 cases,  
which are in need of relief. It was estimated  
that the loss sustained in these cases amounted  
to \$50,000.  
Mr. Fung Wa Chuen also reported that there  
are still other cases which will be investigated  
tomorrow. The total loss in cases requiring  
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It was agreed that the Chinese Members of  
the Committee should be empowered to dis-  
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per Fung Wa Chuen ..... 2,784  
" " " " ..... 16,000  
" " " " ..... 6,000  
Balance available ..... \$24,784



Sir, Thomas Jackson said great thanks were due to Mr. Fung Wa Chun for the energy he had displayed in collecting funds from the Chinese community.

Mr. Fung Wa Chun replied that he had been greatly helped by the other two Chinese Members of the committee and also by other Chinese gentlemen.

The meeting then adjourned.

REPORT OF SUB-COMMITTEE.

Hongkong, 12th July, 1901.  
Sir,—As members of the sub-committee appointed at a meeting of the Committee held on the 17th December last, we have the honour to report that we have altogether received 315 applications for relief, and that we have after investigation dealt with them in the best way we could. In some cases the sufferers received as much as 50 per cent. of their losses, whilst in others the amounts paid varied from 15 per cent. to 30 per cent. Out of the sum of \$26,129.00 subscribed by the Europeans and Chinese, we have paid away \$25,240.00 leaving a balance of \$889.00 to be dealt with.

Our best thanks are due to Messrs.—Lau Yam Tsun, Li San Hin, Pun Tsu Wan, Au Lai Chin, Tam Tsai Kong, Au In Tin, Chau Sin K, Chau P, Li Tsun, Li Yau Tsun, Wong Yuk Shan, Cheung Sun Shan, Tseung Sz Kai, Ho Tai Sang, Tse Tsan Tai, Ho Yam Nam, Wong Mang Hon, and others, for assisting us in collecting subscriptions from the Chinese Community and also in investigating the claims.

Annexed will be found a detailed statement of disbursements.

We have the honour to be, Sir,

Your trusted obedient servants,

FUNG WA CHUN.

HON. J. H. STEWART LOCKHART, C.M.G., Hon. Secretary, Typhoon Relief Fund.

THE RESULT OF JERRY BUILDING.

COLLAPSES IN COCHRANE STREETS.

MANY KILLED AND INJURED.

At a few minutes before eleven o'clock last evening the inhabitants of the district in which Cochrane Street is situated were aroused by a tremendous crash, and on their running out to see the cause of the noise, they discovered that houses Nos. 32 and 34 Cochrane Street had collapsed completely and that the whole front had fallen off of No. 30.

To make matters worse a fire broke out shortly after the collapse took place and raged for some time, until it was ultimately overcome by the efforts of the fire brigade.

The two collapsed houses present a fearful scene of wreckage this morning. It seems that the dividing wall had collapsed and lurched forward into the street, carrying the whole of the front of the houses with it, severely injuring houses opposite and blocking the whole street with a mass of debris. The walls of the houses adjoining look very unsafe, and men have been at work all day shoring them up in order to prevent any further collapse, but it seems to us that it will be necessary to pull them both down, as they seem to be injured beyond repair, if indeed such jerry-built affairs were worth wasting money upon.

With a collapse occurring in such a populated portion of the city it is only to be expected that the list of killed and injured will be a lengthy one, and this indeed proves to be the case. Up to eleven o'clock this morning thirteen dead bodies had been recovered from the debris, thirteen people had been rescued alive and sent to the Civil Hospital where they are all doing well, and ten more had been extricated with only slight injuries, all having had most miraculous escapes. It is known for a fact that many more persons still lie under the mass of fallen beams and bricks, but it is impossible to say how many. A low estimate puts the number still missing at thirty, and it is feared that none of them can be alive by now. Some of the bodies recovered were in a shocking condition. One man had a leg torn completely off, while a small child had its legs jammed up into the small of its back and the head driven right into the chest.

The Police and Fire Brigade have worked most manfully at the work of rescue all night and to-day as well, and have run no small risk in so doing, for the surrounding walls are by no means safe and a further collapse may be occasioned at any moment by the shifting of the rubbish in the search for bodies.

We are told that these houses were built in 1878, and were run up with great rapidity soon after the great fire. Indeed, from the look of the walls left standing they seem to have been simply chucked together. The mortar seems to have been of the usual shockingly bad description, the bricks poor and the whole work bad. In fact, it seems to us that a large number of lives have been sacrificed to the jerry builder's love of gain, and somebody ought to be brought to book for it.

Some of the survivors whom we saw at the Central Police Station this morning seemed to be in a very sorry plight. They were clasped amongst the slightly injured, but were a mass of bruises from head to foot and had various scars about them and there. The poor creatures seemed to be suffering greatly from shock and looked as though a good strong dose of brandy would have done them no harm.

If a landlord is worth doing, he's worth doing well.

The cracked beam goes oftenest in the ridge pole.

Later.

In trying to get at the cause of last night's disaster, everything points to the most likely reason being the roof giving way first, carrying away the top floor and buckling the centre wall, causing the lot to come to the ground. There is no evidence to show the joists were resting on wall plates, but simply resting on the cobbling bricks. The fourth story was erected about 12 months ago. Everything when the plans were passed seemed sound and in accordance with the Building Act. The work of exhuming the bodies this morning was of an extremely hazardous nature and no praise is too great for the way in which the European firemen went about it. Captain Superintendent May was on the scene and did not spare himself, leading the way amongst the ruins. The relief party had in a few hours to remove as well the removal of the debris the wall on the northern side was seen to crack and bulge, threatening to come down at any moment. A gang of men were at once put on to remove the debris from the houses and the work was finished.

nothing more can be done in the way of recovering the bodies of the unfortunate inmates. Up to the time of going to press 17 bodies had been found, burnt and crushed almost beyond recognition.

Thirteen have been sent to the Government Civil Hospital and are reported as doing as well as could be expected. Ten more were sent to the Central Police Station slightly injured. Further digging will no doubt bring many more to light, as about 70 were supposed to be in the houses last night. Two houses collapsed, No. 32 and 34 Cochrane St. while the vibration caused the whole front of No. 30 to fall out, leaving the side wall standing. No. 30 is in a most dangerous condition and if much rain falls to-night will surely come down, bringing No. 38 with it.

## UNIVERSAL TRADING COMPANY, LIMITED.

The following is the report of the General Manager for the year ending 30th June, 1901, for presentation to the shareholders at the first ordinary annual meeting of the Company to be held at the Registered Office of the Company, 4, Des Voeux Road Central, on Saturday, the 17th August, 1901, at 12 o'clock noon.

To the Shareholders of Universal Trading Company, Limited.

Gentlemen,—I have the pleasure to submit to you the report and statement of accounts for the year ending 30th June, 1901.

The net profit for that period amounts to \$3,187.18. After deducting the interim dividend of 30 cents per share paid on the 21st January last, there remains a sum of \$28,187.18 which is proposed to be dealt with as follows:

To pay a dividend of 75 cents per share on 6,200 shares @ \$20

fully paid up.....\$4,650.00

and 30 cents per share on 43,800

shares @ \$5 paid up.....13,140.00

To place to Reserve Fund.....10,000.00

To carry forward to next year's account.....397.18

\$28,187.18

When the Company was established I undertook there will be no charge made for the management during the first year and it will be noticed, I accordingly forego my remuneration for that period.

The Accounts have been audited by Mr. W. Hutton Potts who offers himself for election.

ELLIS KADOORIE, General Manager.

Hongkong, 13th August, 1901.

Accounts for the year ending 30th June, 1901.

BALANCE SHEET.

Liabilities.

Capital—

6,200 shares @ \$20

fully paid up.....\$124,000.00

43,800 shares @ \$5

paid up.....219,000.00

\$343,000.00

Sundry Creditors.....1,181.10

Balance of Profit and Loss.....28,187.18

\$372,371.28

Assets.

Loans—

Hongkong and Shanghai Banking

Corporation.....146.16

Sundry debtors.....29,584.07

Furniture.....600.00

Cash on hand.....330

\$372,371.28

PROFIT AND LOSS.

Charges.....\$2,869.55

Furniture account depreciation.....85.49

Interim Dividend.....15,000.00

Auditor's fee.....100.00

Balance.....28,187.18

\$46,242.22

Interests on loans.....\$46,242.22

\$46,242.22

I have compared the above statements with the books, securities and vouchers of the Company, and have found the same in accordance therewith.

W. HUTTON POTTS, Auditor.

Hongkong, 13th August, 1901.

THE PLAGUE.

Number of cases reported (Chinese.....1,534

up till noon of the 14th

August, 1901.....31

Number of cases reported (Chinese.....0

during the past 24 hours

Other Asiatics.....0

Europeans.....0

Total number of cases reported to date 1,616

Number of deaths reported (Chinese.....1,500

up till noon of the 14th

August, 1901.....11

Number of deaths reported (Chinese.....0

during the past 24 hours

Other Asiatics.....0

Europeans.....0

Total number of deaths recorded to date 1,515

Since noon on Saturday last the cases and deaths are—

Cases Chinese.....2

Other Asiatics.....0

European.....0

Total.....2

Deaths Chinese.....2

Other Asiatics.....0

European.....0

Total.....2

The plague returns for last week were—

Cases.....10

Deaths.....12

SHAREBROKERS' COMMISSION.

A circular issued by the newly started local

Stock Exchange to members on the 2nd inst.

has reached us, on the subject of Sharebrokers' commissions. It reads "Upon the requisition

of ten members, an extraordinary general meeting of the Association is called for 5 p.m. on

Monday the 12th inst., to consider and if approved, to pass the following Resolutions—

"That on and after the 1st of Sept. next the scale of brokerage be altered as follows—

"Hongkong and Shanghai Bank Shares 3 per cent. from seller and 1 per cent. from buyer.

"All other Stocks and Debentures 3 per cent. from seller and 1 per cent. from buyer.

"Stocks bought from Hongkong 3 per cent. from buyer."

Geo. D. Scott, Secretary.

From the foregoing it will be seen that the

Exchange admits that the present charges are

far too high, but it tries to compromise the

matter on the plan of taking with two hands

what it formerly grasped at only with one. We

think every broker's contract note should pay

a third duty to the Municipality, if only as a

check on gambling and a legitimate source of

revenue.

## A HANDY ATLAS.

We have received from Messrs. Kelly and Walsh a very handy little atlas called "Macmillan's Atlas for China, Japan and the Straits Settlements." The work consists of thirty three maps, embracing the whole world, but dealing principally with those portions of the Far East included in the title. We have seldom seen better maps of the Far East either from a geographical or political point of view, and the compiler of the atlas, Mr. J. G. Bartholomew, F.R.G.S., is to be congratulated upon his work. The atlas is published at the very moderate price of one dollar and should find a ready sale. It would be a very good one for our schools and should find a place in the library of everybody who takes any interest in Far Eastern politics.

## NOTES FROM NATIVE PAPERS.

### RISE IN THE NORTH.

SHANGHAI, August 9th.  
The rebels of On Peng and Ke prefectures have combined together with the Boxers of Hung District and Pa prefecture and a band of 5,000 bandits have appeared on the border of Hung District, where there are over 100 of the gunmakers who were in the employ of Tientsin arsenal and know how to manufacture rifles and guns. As they are thus well armed they have always defeated the Imperial troops. General Maau Lu's troops have been sent on an expedition to attack the rebels. As yet they have not reported that they have been victorious over the rebels and this may be considered as a proof that the rebels are too strong for them.

### TRANSPORT OF TROOPS.

Trains of the Imperial Railway Company at Peking have been prepared to convey 3,000 of General Kan and Ma's troops to Peking.

### DEPARTURE OF TWO PRINCES TO HSIAO.

Princes Kung and Ha received an Imperial telegram from the Court of Hsiao commanding that they should go to the Court and they will start to Peking on tramway where they will accept the nearest way to Hsiao.

### APPOINTMENT OF TAIHISHIMA (MANCHURIAN).

The Chinese Government intends to appoint Taihishima as a minister to Russia.

### PAYMENT OF INDEMNITIES.

Owing to the infliction of indemnities in Chihli province the Allied Villagers rose up against the Government and as the magistrates of those places received an official order from Li Hungchang for the collection, they at once reported that the indemnities should be paid out beforehand for the people from the Board of Revenue, so Li Hungchang sent a memorial to the Throne requesting permission to do so.

### THE PEACE NEGOTIATIONS.

Peace terms will be settled between the two Chinese plenipotentiaries and the representatives of the foreign powers on the 15th August, and the indemnities have been already adopted for collection, but the Chinese are earnestly watching the opportunity for Reform.

### REPAIRS TO REVENUE DEPARTMENT.

Ts. 4,000 has been paid out from the Board of Revenue for repairing the Revenue Department Yamen.

### PROPOSAL FOR ELECTION OF MILITARY OFFICERS.

The Presidents of the Board of War have proposed to select the military officers according to the manner of the Board of Civil Service.

### RESTORATION OF LAND.

The German Concession outside of the City and Nam Hoi has been restored to the Chinese.

### COMMUNICATION BETWEEN CHEFOO AND WEI-HAI-WEI.

There are no vessels sailing between Chefoo and Wei-hai-wei and so letters and news arrive slowly. As to this our home Government subscribed \$800 to Chinese merchants as agents for carrying letters, etc., between these two places. In Peking the foreigners have handed back to the owners the houses and lands which they occupied.

### CHIANG NOTE.

Tsui, the Magistrate of Hingchun, is reported to be degraded. The viceroy telegraphed to Chan Wan-chun, the prefect, that he should send an official to take the post and therefore Sing has been sent there.

### STRIKE AT CHANG.

The Magistrate of Tungwu manages the taxes on houses and shops in Ichang City. It is said he has exacted taxes and extorted money by false promises, therefore all the shops are striking. The magistrates sent his servants to beat going along the street to order the shops to open again, but they are afraid and dare not comply with his request. The Magistrate is anxious about the matter.

### MERCURY.

## N. Y. K. EUROPEAN LINER IN A TYPHOON.

The N. Y. K. line *Tamba Maru*, Captain Wale, which arrived in Kobe early on the 7th inst., says the *Herald*, from London and Antwerp, via ports, encountered a typhoon off Turnabout on the way up from Hongkong. The storm commenced off Turnabout and grew worse as the ship approached Tung Ting Island. That was on the 2nd inst. The storm lasted twenty-four hours. It grew in strength at 4 p.m. on the day mentioned, and raged with unabated force until 10 p.m. on the 3rd, when the wind went round to the S.E. blowing a heavy gale with high seas. This weather continued until the *Goro* was sighted. Captain Wale says his ship behaved splendidly. He mentions having experienced a very strong set to the north-west, amounting to 30 miles in twenty-four hours.

## COREAN NEWS.

### Chemulpo, August 1st.

A Japanese fleet of ten ships came into this port yesterday. The Koreans swarmed the hills and had all kinds of reports going, one of which was that a rebellion had broken out in Fusan and that the ships had been there and had killed numbers of Koreans. The only thing we need trouble about is that provisions will go up a hundred per cent. The fleet consists of the *Asahi*, *Shikishima*, *Idzumi*, *Asama*, *Tokitsuna*, *Kasagi*, *Satetsu*, *Kaimon*, and two torpedo boats, the *Yugiri* and the *Sagami*. It is understood that they will proceed to Chinnampo after staying here five days.

Since the few hours rain on the 26th of last month no more has fallen. There has been no rain in Chinnampo for three months.

The Seoul water works are about to be completed by an American. This will be good in a way for Seoul people as no taxes are ever levied in the capital. About a hundred years ago the then king was short of money and the people of Seoul collected a large amount, giving it to the king on condition that no taxes should be levied on them for fifty years. After that period had expired the people declined to resume payments and in consequence Seoul has been exempt from all taxes. People living in Seoul regret those who can afford to pay.

## TROOPS FOR PAKHOI.

We hear that the Viceroy of Canton has despatched a thousand Imperial troops to Pakhoi. It is rumoured in Chinese circles that this move is intended as a check to French aggression in that quarter.

## PLAGUE AMONGST PARSEES IN BOMBAY.

The Parsees, as a community, states the *Bombay Gazette* of the 27th ult., have rendered great help to Government in combating the ravages of plague by the manner in which they have looked after their poorer brethren during the epidemics which have raged in Bombay since 1896. The Trustees of the Parsee Panchayat have just issued their report of their plague operations up to June 30th last, from which it appears their efforts were directed towards the establishment of special hospitals, of segregated camps, and of providing monetary assistance to poor families. During the year 1,631 persons occupied the camps, the expenditure on which amounted to Rs. 4,700. The special ward at Palghar station came in most usefully for Parsees who were detained there after railway inspection. The amount subscribed was Rs. 2,352.88. Dr. S. K. Nariman, physician at the Parsee fever hospital, in his observations states that plague attacked many well-to-do Parsees during the cold season. From this he concludes that the poorer people are getting more or less immunised, the plague germ has to seek fresh people to attack, and that therefore Bombay has passed the worst of the epidemics. Dr. Nariman expects it will disappear in another four or five years, the same length of time it has taken to arrive at its worst stage. We trust the Doctor's prophecy may come true.

## EURASIANS AND MR. CARNEGIE.

We regret to find, says a recent *Bombay Gazette*, that the lesson which Lord Curzon gave the Eurasian community, who continue notwithstanding his observations to style themselves Anglo-Indians, has been lost on them. It is announced that they have addressed Mr. Carnegie, the Anglo-American millionaire, in the hope of obtaining from him a dose in aid of their long-suffering institutions. His Excellency the Viceroy told them that self-help should be their motto and it would be well if they had accepted this advice. But no, they must needs go hat in hand to Mr. Carnegie. That gentleman owes his wealth to hard work, not to the charity of others. Self-help has been his motto through life and we imagine he will not distribute funds unless and until he is convinced of the wisdom of such a gift as is now solicited. He will doubtless enquire as to the antecedents of the Association which thinks it no disgrace to ask alms of him, and we are inclined to think he will decline to comply with the request. By so doing he will be best considering their interests and will confer a benefit on Eurasian posterity.

## STEAMSHIP SUBSIDIES.

EVIDENCE OF SIX ALEXANDER SWETENHAM.

The Select Committee of the House of Commons which is inquiring into the effect on trade of the granting of subsidies to steamship lines has examined Sir Alexander Swettenham, late Colonial Secretary and Acting-Governor at Singapore. In answer to the Chairman, Sir Alexander said it had been part of his duty to watch the course of trade with the Straits Settlements with a view to ascertaining whether British trade was holding its own. He gave the committee the figures showing the entries at Singapore in the years 1886 and 1889. The tonnage under the Belgian and French flags had made no progress between those two years, the German tonnage had more than doubled, the Japanese had increased 90-fold, and that of the United Kingdom had increased 60 per cent. In the case of Hongkong, Austrian and German tonnage had nearly doubled, and French had made but little progress. The figures of the United Kingdom were 3,331,000 tons in 1889 and 4,362,000 tons in 1899. Proceeding to deal with the treaty ports of China, the witness gave the figures for the years 1888 and 1900, which showed that the trade of France with these ports amounted in 1888 to 128,000 tons and in 1900 to 281,000, of Germany to 316,000 tons and 638,000, of Japan to 130,000 tons and 774,000, and of the United Kingdom to 2,019,000 tons and 3,240,000 tons. In explanation of the great increase in the Japanese figures, he pointed out that Japanese cargo was very largely superseding English coal at Singapore. The want of progress in French trade was due partly to the fact that the French trader was not so clever as the German, and partly to the limiting effect which the protective policy of France had upon her foreign trade. The same tariff which was imposed on goods entering France was imposed on goods entering her colonies.

By Mr. Cust: He did not doubt that the increase in foreign trade was due largely to subsidies. The increase was probably started by them. They had diminished British trade in the Far East, and had created new trade. Whether subsidies to English steamers would have a remedial effect would depend on the action of the shipping rings.

By Colonel Koppner: Whether the taxpayer would get full value for any subsidy paid depended on whether the company receiving the subsidy was managed in a business-like manner. An investigation made by the Austrian authorities showed that they were not getting value for their money.

By Colonel Denny: Germany had been building and was now building boats in order to get as large a share as possible of the trade on the Yangtze.

Asked by Mr. W. Redmond whether he considered that subsidies were the cause of the more rapid development of the trade of some foreign countries, the witness said that so far as the region about which he had been talking was concerned, the British were first in the field. They had a very large amount of shipping in their possession, and other things being equal their trade ought to have developed at the same rate as that of others, if not faster. But certain foreign countries had increased their trade much more rapidly and effectively than we had, and it was found that they were paying subsidies.

In further examination by the chairman, the witness explained the working of the Shipping Conference formed in 1897 in the Far Eastern trade. The object of the conference, he said, was to raise freights, and it had been very successful in doing so, but it had certainly damaged Great Britain. By far the largest number of tramp vessels were owned by this country, and they had been absolutely boycotted by the conference. English coal was generally brought to Singapore by tramps, but they could not get any cargo to take away. Thus English coal at Singapore cost a great deal more than it ought. Again, the conference would not allow anything to be sent via the Cape. If subsidies were granted by the British Government, they would forward the interest of the conference quite as much as any other interest. It would enhance the profits of members of the ring, but would not benefit the public at all. It would simply be throwing so much more money into the pool.

## NOTANDA.

### CALENDAR.

#### AUGUST.

Meteorological means based on fifteen years' observations to 1895.



## Mails.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.	DESTINATIONS.	SAILING DATES.
YAMAGUCHI MARU.....	BOMBAY, VIA SINGAPORE and COLOMBO	TO-MORROW, 16th Aug., at Noon.
SANUKI MARU.....	Kobe and YOKOHAMA	TO-MORROW, 16th Aug., at 4 P.M.
W. Townsend.....	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, Kobe and YOKOHAMA	MONDAY, 19th August, at 4 P.M.
KAMAKURA MARU.....	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 23rd August, at Daylight.
KAWACHI MARU.....	NAGASAKI, Kobe and YOKOHAMA	FRIDAY, 23rd August, at Noon.
ROSETTA MARU.....	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNVILLE and BRISBANE	FRIDAY, 23rd August, at 4 P.M.
KASUGA MARU.....	Kobe and YOKOHAMA	FRIDAY, 30th August, at Daylight.
HAKATA MARU.....	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, Kobe and YOKOHAMA	MONDAY, and Sept., at 4 P.M.
KAGA MARU.....	U.S.A., VIA SHANGHAI, MOJI, Kobe and YOKOHAMA	MONDAY, and Sept., at 4 P.M.

\* Through Passenger Tickets and Bills of Lading issued for the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 9th August, 1901.

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 24th Aug., at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 17th Sept., at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 12th Oct., at Noon.

## THE Twin Screw Steamship

"NIPPON MARU," will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 24th instant, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago, to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 3rd August, 1901.

## TO IMPORTERS FROM THE UNITED STATES.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED, having established a REGULAR SERVICE OF STEAMERS from SEATTLE (Puget Sound) to JAPAN, CHINA and the PHILIPPINES, in conjunction with the

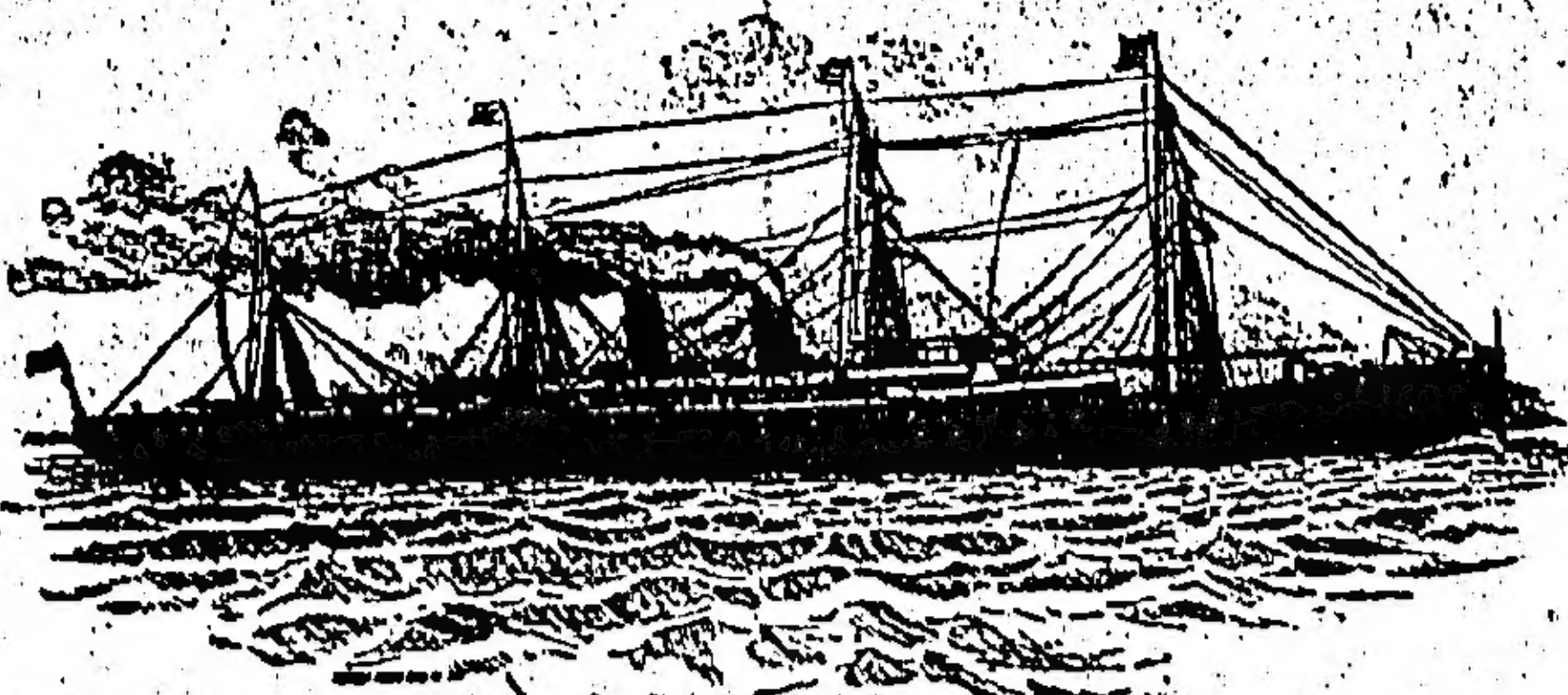
GREAT NORTHERN RAILWAY LINES of the UNITED STATES, are prepared to contract for the conveyance of Goods from the PACIFIC COAST and Interior Points of U.S.A. to the

ORIENT. For further Particulars, apply at THE CHINA MUTUAL STEAM NAVIGATION CO.'S OFFICES, NEW YORK: To the Agents of the Company at Japan, China, Hongkong, Philippines and Straits: FRANK WATERHOUSE & CO., General Western Agents, SEATTLE; or to GEO. SUTHERLAND, General Agent for the East, SHANGHAI.

JARDINE, MATHESON &amp; Co.

## Mails.

## U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL &amp; ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

## PROPOSED SAILINGS FROM HONGKONG.

"PERU".....	SATURDAY, 31st August, at Noon.
"COPTIC".....	TUESDAY, 10th September, at Noon.
"CITY OF PEKING".....	TUESDAY, 24th September, at Noon.
"GALLIC".....	WEDNESDAY, 2nd October, at Noon.
"CHINA".....	SATURDAY, 19th October, at Noon.
"DORIC".....	TUESDAY, 29th October, at Noon.

THE P. M. Company's Steamship "PERU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 31st instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Company's Office addressed to the Collector of Customs at San Francisco.

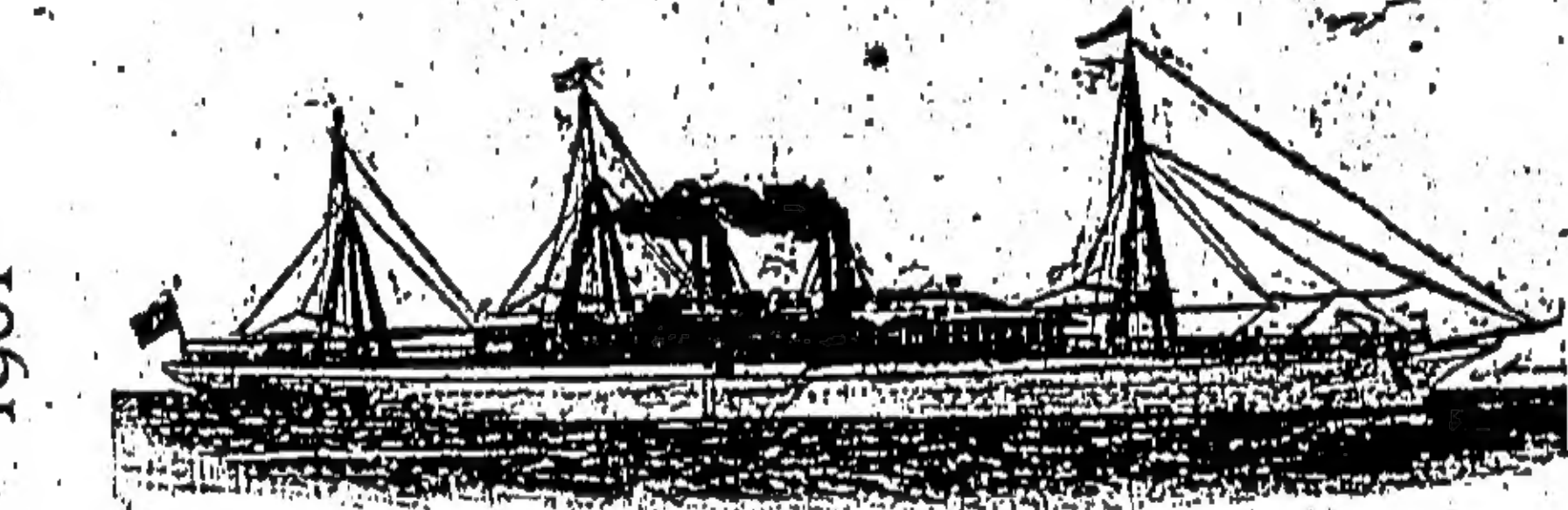
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 15th August, 1901.

## CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 28th August.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R....WEDNESDAY, 25th September.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 23rd October.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS, and the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 7th August, 1901.

## HAMBURG-AMERIKA LINIE.

## NORDDEUTSCHER LLOYD.

## OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

## PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ALEXANDRIA.....	HAYRE and HAMBURG.	27th Aug.
SIBIRIA.....	(Calling at SINGAPORE and PENANG.)	10th Sept.
ANDALUSIA.....	HAYRE and HAMBURG.	21st Sept.
ARABIA.....	(Calling at SINGAPORE and PENANG.)	5th October.
ARAGONIA.....	(Calling at SINGAPORE and PENANG.)	19th October.
.....	NEW YORK, VIA SUEZ CANAL.	End of August or Beginning September.

For further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Building.

## Shipping—Steamers.

## CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
TIENTSIN.....	"KWEIYANG".....	17th instant.
NAGASAKI, KOBE and MOJI.....	"KASHING".....	19th instant.
MANILA, ILOILO and CEBU.....	"SUNGKIANG".....	21st instant.
NINPO and SHANGHAI.....	"WOOSUNG".....	23rd instant.
SHANGHAI.....	"CHANGSHA".....	25th instant.

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is on board.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE, AGENTS.

Hongkong, 14th August, 1901.

## OCEAN STEAMSHIP COMPANY.

## OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL.....	"AJAX".....	20th August.
"....."	"TYDEUS".....	26th August.
"....."	"PYRREUS".....	31st September.
"....."	"ULYSSES".....	13th September.
"....."	"AGAMEMNON".....	19th September.

## HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
LONDON.....	"PELEUS".....	20th August.
"....."	"STENTOR".....	3rd September.
"....."	"IDOMENEUS".....	17th September.
"....."	"AJAX".....	1st October.
LIVERPOOL (DIRECT).....	"ORESTES".....	about 15th September.

(Taking Cargo at LONDON RATES.)

For Freight, apply to

BUTTERFIELD &amp; SWIRE, Agents, O. S. Co.

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE. THE Company's Steamship

"CHINA," Captain A. Leva, will leave for the above places on SUNDAY, the 18th instant, at Daylight. For Freight or Passage, apply to SANDER, WIELER & Co., Agents.

Hongkong, 10th August, 1901.

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, COLOMBO, MANILA, PORT SAID, FIUME AND TRIESTE.

(Taking Cargo at through Rates to the BRAZILS, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

"MELPOMENE," Captain Matcovich, will be despatched as above on MONDAY, the 19th instant, 7 P.M., instead of as previously advertised.

For Information as to Passage and Freight, apply to

SANDER, WIELER &amp; Co., Agents.

Hongkong, 12th August, 1901.

## THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOY. THE Company's Steamship

"MAIDZURU MARU," Captain K. Sudzuki, will be despatched for the above Ports, on WEDNESDAY, the 21st instant. For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 7th August, 1901.

## THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW &amp; AMOY. THE Company's Steamship

"DAIGI MARU," Captain K. Sobajima, will be despatched for the above Ports, on SUNDAY, the 25th instant. For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 14th August, 1901.

## THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOOW VIA SWATOW AND AMOY. THE Company's Steamship

"ANPING MARU," Captain S. Atsumi, will be despatched for the above Ports, on WEDNESDAY, the 28th instant, at Daylight. For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 14th August, 1901.

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA &amp; SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU; The UNITED STATES, &c.

Strathgyle..... about 1st Sept. 15

THE Steamship "STRATHGYLE" will be despatched for SAN DIEGO and SAN FRANCISCO, VIA MOJI, KOBE, YOKOHAMA and HONOLULU, on or about the 15th September.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 14th August, 1901.

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW. THE Company's Steamship

"THALES," Captain Robson, will be despatched for the above Port, TO-MORROW, the 16th instant, at 10 A.M.

For Freight or Passage, apply to DOUGLAS LARPAK & Co., General Managers.

Hongkong, 15th August, 1901.

## THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA. THE Company's Steamship

"DIAMANTE," Captain J. Rattenbury, will be despatched as above TO-MORROW, the 16th instant, at 5 P.M. The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with Electric Light.

A Doctor is carried. For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 13th August, 1901.

## SAILING VESSELS.

FOR NEW YORK. THE 3/4 A. I. American ship

"I. F. CHAPMAN," having arrived is now ready to load for the above Port and will have quick despatch. For Freight, apply to ARNHOLD, KARBURG & Co.

Hongkong, 12th August, 1901.

FOR NEW YORK. THE 3/4 A. I. American ship

"MANUEL LLACUNO," will load during September and October, sailing about 25th October. For Freight, apply to SHEWAN, TOMES & Co.

Hongkong, 8th July, 1901.

TO LET.

C. ODOWN—No. 54, DUDELL STREET.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 31st July, 1901.

TO LET.

A HOUSE in RIFON TERRACE.

BLUE BUILDINGS, No. 3, 2nd Floor. "THE RETREAT," MOUNT KELLET. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 31st July, 1901.

TO LET.

TWO EUROPEAN HOUSES, No. 18, and 20, LIGHTON HILL ROAD.

Apply to HONGKONG AND KOWLOON LAND AND LOAN COMPANY, LIMITED, No. 8, Queen's Road West.

Hongkong, 6th August, 1901.

TO LET.

(From 1st August next.)

No. 3, ORMSBY TERRACE—KOWLOON.

Apply to PUN HUNG, 87, Queen's Road Central.

Hongkong, 17th July, 1901.

TO LET.

No. 1, STEWART TERRACE—THE PEAK.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 31st July, 1901.

C. E. WARREN, BUILDING CONTRACTOR.

No. 25, ABERDEEN STREET.

SANITARY APPLIANCES SUPPLIED AND FIXED. DRAINAGE, WASTE PIPES, &c. CLEANSED and REPAIRED. Sanitary Board Notices promptly attended to.

For further information, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 14th August, 1901.







## Intimations.

## NEW PATENT SODA-WATER-MACHINE.

Especially suitable and a real necessity for Hotels, Hospitals, Barracks, Officer's Messes and Private Messes, Families in Up-country places, Mission Stations, and for Passenger Steamers.

The most simple and efficient machine yet invented for the manufacture of all kinds of Aerated Waters, Lemonade, Fruit Lemonade, Champagne Cyder, &c., &c., &c.

The machine is worked by hand, can be attended to by any ordinary native servant and manufactures Aerated Waters of best quality at enormously cheap prices.

LEOPOLD SPATZ &amp; CO.

Hongkong, 29th July, 1901.

[733]

## PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTERY, DIARRHOEA, HEMORRHOGE and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession. Sold retail by all Chemists and Wholesale

by THE PETER SYS COMPANY.

(Proprietors and Sole Manufacturers)  
9, Old China Street,  
Shanghai.

12th October, 1898.

[121]

## UNTOUCHED BY HAND.

# MELLIN'S FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

## Consignees.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

## NOTICE.

CONSIGNEES OF CARGO per Steamship "D. RIC".  
The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

GEORGE ECKLEY, Acting Agent.

Hongkong, 9th August, 1901.

[2]

## NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co's Steamship

## "MAZAGON"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—  
From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co's Steamers.

Goods not cleared by the 16th instant, at 4 P.M. will be subject to rent.  
No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,

Superintendent.

Hongkong, 10th August, 1901.

[5]

## NOTICE TO CONSIGNEES.

STEAMSHIP "TAIFU,"

## FROM CHEFOO.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL &amp; Co., LIMITED,

Agents.

Hongkong, 10th August, 1901.

[4]

## NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co's Steamship

## "PERIN"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 20th instant, at 4 P.M. will be subject to rent.  
No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,

Superintendent.

Hongkong, 14th August, 1901.

[5]

## Intimations.

I HAVE This Day RESUMED PRACTICE.

WM. MACLEOD, D.D.S.,  
American Dentist.  
Hongkong, 1st August, 1901. [526]

**MEE CHEUNG,**  
PHOTOGRAPHER,  
TOP FLOOR OF ICE HOUSE, IN  
1st-HOUSE ROAD.

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. GROUPS AND VIEWS a speciality.  
Hongkong, 22nd September, 1898. [40]

**A. LING & Co.,**  
FURNITURE STORE.

(Next Door to Messrs. WATKINS & Co.)  
QUEEN'S ROAD CENTRAL.  
Speciality:  
FOOCHOW LACQUER WARE.  
Hongkong, 18th June, 1901. [542]

## A CURE FOR ASTHMA IN GRIMAULT'S INDIAN CIGARETTES

Asthmatic people who suffer from Oppression in breathing, stifling sensations, Coughiness, and Loss of voice, Nervous coughs, Laryngitis, Croup, Whooping Cough, Bronchitis, Insomnia, Catarrhal affections, and difficulty in Expectoration, are promptly relieved by these Cigarettes.

GRIMAULT &amp; Co., Paris, sold by all Chemists.

## GRIMAULT'S Matico Capsules AND INJECTION

Renowned Physicists prescribe Grimault's Matico in the most active and at the same time the most invigorating remedy in the treatment of Acute and Chronic Discharges. These Capsules, unlike Opium, have not the inconvenience of producing "Nausea."

MATIO INJECTION is used in recent AND MATIO CAPSULES in the more chronic cases.

GRIMAULT &amp; Co., Paris, sold by all Chemists.

## NOTICE. NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessel during her stay in Hongkong Harbour—  
SEA WITCH, American ship, Howes.—Master.

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Anderson, Mr. D. J. Isle, Mr. F. J.  
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Antigone, Mr. and Mrs. Kien, Mr. and Mrs. F. R.  
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Black, Mr. J. R. P.  
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Brown, Mr. J. Martin, Mr. R. R.  
Bruce, Mr. and Mrs. Merick, Mr. and Mrs.  
Bustow, Mr. Michael, Mr. S. J.  
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Chapman, Mr. W. Pearce, Mr. W. H.  
Clark, Dr. P. P. P. P.  
Cole, Mr. G. E. P. P. P.  
Colson, Mr. J. S. Pitcher, Mr. A. J.  
Cylinder, Mr. M. Quennell, Lieut. W. A.  
Davies, Mrs. W. and child Reid, Dr. L. R.  
Denroche, Mr. P. C. Robertson, Mr. W. R.  
Devilbiss, Mr. D. M. Schout, Mr. C.  
Discombe, Mr. G. M. Sergeant, Mr. P. W.  
Dorehill, R. A. Major Simpson, Mr. A. E.  
Dyson, Capt. P. N. Smithers, Mr. R. G.  
Fales, Dr. and Mrs. L. Taylor, Mr. D. G.  
Fernald, Mr. and Mrs. Thomas, Mr. H. and Mrs.  
Fisher, Dr. J. C. and child J. C. and child  
Gibson, Mr. Kennedy Tibbey, Mr. H. M.  
Glover, Mr. C. Wilmon, Mr.  
Grant, Mr. John Vikeman, Mr. G. H.  
Hack, Mr. C. A. Watts, Mr. and Mrs.  
Hamilton, Major Frank W.  
Harold, Mr. W. Whitley, Mr. W. J. G.  
Henningsen, Mr. H. F. Williamson, Mr. and  
Howard, Mr. Thos. Mrs. A. A. and child  
Hughes, Mr. W. K. Williamson, Mrs. J. and  
Huke, Mr. A. N. child  
Innes, Capt. Woodward, Mr. T. A.  
Irving, Mr. E. A. Woolton, Mr. J. J.

## VISITORS AND RESIDENTS AT THE PEAK HOTEL

Beattie, Mr. James Joseph, Mrs.  
Benjamin, Mr. S. S. Lee, Mr. J. E.  
Bonmar, Mr. J. W. C. Mackie, Mr. Gordon  
Brown, R. E., Col. L. F. Martin, Mr. R.  
Brayne, Mr. H. F. R. Miller, Mr. and Mrs.  
Bruse, Mr. G. Pitt, John, R. N.  
Cameron, Mr. Allan Pollock, Hon. H. E.  
Collard, Col. A. W. Quistoff, Mr. A.  
Crookenden, Col. M. Rublee, Mr. W. A. (U.  
Dann, Mr. George H. Rublee, Mrs. W. A.  
Davies, Mr. W. child and maid  
Drion, Mr. F. Rumsey, R. N., Hon.  
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Hamilton, Major Wilgert, Mr. W. T.  
Harston, Dr. and Mrs. Wilson, Mr. W. and  
G. M. child  
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## DENTISTRY. AMERICAN SYSTEM. WONG HO-MI, SURG. DENTIST.

TERMS MODERATE. CONSULTATION FREE.  
30, QUEEN'S ROAD CENTRAL.  
Hongkong, 2nd January, 1901. [86]

## DENTISTRY. SUI SANG, (Lately Practising with Dr. I. SAKATA), DENTIST.

No. 4, Queen's Road Central.  
Hongkong, 3rd January, 1901. [166]

## KOWLOON HOTEL

Held: Mr. Geo. H. Murgave, Mr.  
Holden, Capt. H. N. Salter, Mr. D. W.  
Linton, Mr. R. W.

## The Share Market.

LATEST QUOTATIONS.

(August 15th).

Companies.	Paid up Capital.	Latest quotation.
<b>Banks.</b>		
Hongkong & Shanghai Banking Corporation	\$125	38 1/2 premium
The Bank of China & Japan, Limited	£ 5	Nominal
The Bank of China & Japan, Limited (Ordinary)	£ 4	£15 sales
The Bank of China & Japan, Limited (Deferred)	£ 1	£5.5 buyers
National Bank of China, Ltd.	£ 8	£28 buyers
Do. Founders	£ 1	£15 sellers
<b>Marine Insurance.</b>		
Union Ins. Society of Canton, Ltd.	\$ 50	\$340 sellers
China Traders' Ins. Co., Ltd.	\$ 25	\$60 sellers
North China Ins. Co., Ltd.	£ 25	Tls. 180 sellers
Vangtare Ins. Assoc. Ltd.	£ 60	\$125 nominal
Canton Ins. Office, Ltd.	\$ 50	\$180 sellers
Straits Ins. Co., Ltd.	\$ 20	\$1
<b>Fire Insurance.</b>		
Hongkong Fire Ins. Co., Ltd.	\$ 50	\$340 sellers
China Fire Ins. Co., Ltd.	\$ 20	\$84 buyers
<b>Shipping.</b>		
Hongkong, Canton, & Macao Steamboat Co., Limited	\$ 15	\$340 sellers
Indo-China Steam Navigation Co., Ltd.	£ 10	\$139 sellers
China & Manila S.S. Co., Ltd.	\$ 50	\$62 sellers
Douglas Steamship Co., Ltd.	\$ 50	\$54 sellers
China Mutual S. N. Co., Ltd. (Pref.)	£ 10	£12 buyers
China Mutual S. N. Co., Ltd. (Ordinary)	£ 10	£12 buyers
China Mutual S. N. Co., Ltd. (Ordinary)	£ 10	£12 buyers
Star Ferry Co., Ltd.	£ 10	\$24 buyers
"Shell" Transport & Trading Co., Ltd.	£ 1	£2 1/2 sales
<b>Refineries.</b>		
China Sugar Refining Co., Ltd.	\$100	\$145 sellers
Luxon Sugar Refining Co., Ltd.	\$100	\$36 sellers
<b>Mining.</b>		
Punjom Mining Co., Ltd.	\$ 9	\$5 1/2 buyers
Punjom Mining Preference Shares	\$ 1	\$1.25
Société Française des Charbonnages du Tonkin	Fcs. 250	\$325
Queen Mines, Ltd.	25 cts.	5 cents
Isle of Mines and Trading Co., Ltd.	\$ 5	\$4 sellers
Raub Allan Gold Mining Co., Ltd.	12s. 10d.	\$12 1/2 sales and
Oliver's Freehold Mines, Ltd. B.	\$ 5	\$1
Oliver's Freehold Mines, Ltd. B.	\$ 5	\$1
Donker, Wharves and Godowns.		
Hongkong & Wharves and Godowns Co., Ltd.	\$ 50	\$290 sellers
Hongkong & Wharves and Godowns Co., Ltd.	\$ 50	\$100 sellers
Wanchai Wharves and Godowns Co., Ltd.	\$ 37 1/2	nominal
New Amoy Dock Co., Ltd.	\$ 6 1/2	\$24 buyers
<b>Land, Hotels and Buildings.</b>		
China Provident Loan & Mortgage Co., Ltd.	10	\$67 1/2 sellers
Hongkong Land Investment & Agency Co., Ltd.	\$100	\$19 sellers
Kowloon Land and Building Co., Ltd.	\$ 30	\$30 buyers
West Point Building Co., Ltd.	\$ 50	\$51 sellers
H'kong Hotel Co., Ltd.	\$ 50	\$50 sellers
Oriental Hotel Co., Ltd.	\$ 50	\$50 sellers
Humphreys' Estate & Finance Co., Ltd.	\$ 10	\$13 buyers
<b>Cotton Mills.</b>		
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd.	\$100	\$11 sales
Ewo Cotton Spinning & W. Co., Ltd.	Tls. 100	Tls. 42 1/2 sellers
International Cotton Mfg. Co., Ltd.	Tls. 100	Tls. 30 sellers
Lau-kung-mow Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 40 sellers
Soy Chee Cotton Spinning Co., Ltd.	Tls. 500	Tls. 300 sellers
Yahloong Cotton Spinning Co., Ltd.	Tls. 100	Tls. 15 buyers
<b>Cigar Companies.</b>		
Alhambra, Limited	\$500	\$1,500 sellers
Philippine Tobacco Trust Co., Ltd.	\$ 50	\$50 sellers
<b>Miscellaneous.</b>		
Green Island Cement Co., Ltd.	\$ 10	\$21 1/2 buyers
China-Borneo Co., Ltd.	\$ 15	\$38 sellers
A. S. Watson & Co., Limited	\$ 10	\$16 sellers
Walking, Limited	\$ 10	\$16 sellers
Hongkong Electric Co., Limited	\$ 10	\$12 1/2 buyers
Hongkong Electric Co., Limited	\$ 5	\$6 1/2 buyers
Hongkong and China Gas Co., Ltd.	£ 10	\$140 buyers
Hongkong Rope Manufacturing Co., Ltd.	\$ 50	\$72 1/2 sellers
Geo. Fenwick & Co., Ltd.	\$ 25	\$51 sellers
H'kong Ice Co., Ltd.	\$ 25	\$181 buyers
H'kong High-Level Tramway Co., Ltd.	\$100	\$27 1/2 buyers
Dairy Farm Co., Ltd.	\$ 6	\$8 buyers
Hongkong and China Bakery Co., Ltd.	\$ 50	\$50
Campbell, Messrs. and Co., Ltd.	\$ 10	\$26 buyers
Bell's Appliances Eastern Agency, Ltd.	£ 1	\$1.10
United Assurance Co., Ltd.	\$ 4	\$104 sellers
Tobacco Planting Co., Ltd.	\$ 5	\$2 sellers
Universal Trading Co., Ltd.	\$ 50	\$23 buyers
H'kong Light & Power Co., Ltd.	\$ 5	\$8 buyers
China Light & Power Co., Ltd.	\$ 20	\$30 sellers
Robinson Piano Co., Ltd.	\$ 50	\$50
Manila Investment Co., Ltd.	\$ 50	\$50 sellers

BENJAMIN KELLY & POTTS,  
Share Brokers.  
Telephone No. 218.

## EXCHANGE.

Hongkong, 15th August.  
ON LONDON, Telegraphic Transfer, 1/11 3/16  
Bank Bills, on demand, 1/11 1/16  
Credits, 4 months' sight, 1/11 1/16  
D'cents, 4 months' sight, 1/11 1/16  
ON BERLIN, (demand) 1/11 1/16  
ON PARIS, Bank Bills, on demand, 1/11 1/16  
Credits, 4 months' sight, 1/11 1/16  
ON NEW YORK, Bank Bills, on demand, 1/11 1/16  
Credits, 30 days' sight, 1/11 1/16  
ON HONKONG, Telegraphic Transfer, 1/11 1/16  
On demand, 1/11 1/16  
ON SHANGHAI, Telegraphic Transfer, 1/11 1/16  
Private 30 days' sight, 1/11 1/16  
ON YOKOHAMA, T.T., 1/11 1/16  
Sovereigns, Bank's Buying Rate, 1/11 1/16  
Gold Leaf 100 touch, per tael, 53.25  
Dor Silver, 13.16 1/2  
Ballars, 1/11 1/16

## OPIUM QUOTATIONS.

Hongkong, 15th August.  
New Patna, \$600 per chest.  
Old Patna, 975  
New Benares, 935 per picul.  
Old Benares, 937 1/2  
New Malwa, 850  
Old Malwa, 850/800  
Persian, paper tied, 815

## STEAMERS EXPECTED.

Names.	From	Due
Parramatta	Singapore	To-morrow
Glenfarg	Singapore	To-morrow
Catherine Apar	Singapore	Aug. 19th
Nankin	Singapore	Aug. 19th
Prinz Heinrich	Singapore	Aug. 20th
König Albert	Japan	Aug. 20th
Empress of India	Vancouver	Aug. 20th
Peru	San Francisco	Aug. 22nd

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Steamers in Port" are now published in these columns, and in so doing respectfully urge the managers of shipping firms to give orders to their clerks to furnish this office, on the latest already supplied, with the latest available information every day.

## VESSELS IN PORT.

**Steamers.**  
ARARA, British steamer, 2,481, Williamson, 13th Aug.—Amoy 12th Aug. General—Shewan, Tomes & Co.  
BENLEDI, British steamer, 1,483, David Clark, 12th Aug.—Mororan 4th Aug. Coal—Gibb, Livingston & Co.  
GLAVERING, British transport, 2,155, John Barker, 13th Aug.—Calcutta 31st July.  
DECIMA, German steamer, 794, Schalkier, 14th Aug.—Saigon 10th Aug. Rice—Siemens & Co.  
DIAMANTE, British steamer, 1,254, A. Rattenbury, 12th Aug.—Manila 9th Aug. General—Shewan, Tomes & Co.  
FLANDRIA, German steamer, 1,287, Bruhns, 8th Aug.—Mojil 1st Aug. Coals—Siemens & Co.  
HANSA, German steamer, 675, Lorenzen, 12th Aug.—Saigon 6th Aug. Rice—Sander, Wieler & Co.  
HINSANO, British steamer, 1,550, P. M. B. Lake, 10th Aug.—Hongay 8th Aug. Coal—Jardine, Matheson & Co.  
KAMAKURA MARU, Japanese steamer, 3,795, H. Petersen, 12th Aug.—Shanghai 9th Aug. General—Nippon Yusen Kaisha.  
KASHING, British steamer, 1,136, R. Sanderson, 14th Aug.—Cebu 9th Aug. General—Butterfield & Swire.  
KZONGWAI, German steamer, 1,115, A. von Riege, 9th Aug.—Bangkok 3rd August.  
Teakwood and Rice—Butterfield & Swire.  
KOH-SI-CHANG, German steamer, 1,291, Leuss, 11th Aug.—Bangkok 4th Aug. Rice—Butterfield & Swire.  
MARIE JESSEN, German steamer, 1,700, P. Hemmer, 10th Aug.—Saigon 6th Aug. Rice—Jessen & Co.  
MAUSANG, British steamer, 1,204, W. D. Welsh, 8th Aug.—Sandakan 3rd August.  
Timber—Jardine, Matheson & Co.  
MELPOMENE, Austrian steamer, 1,854, Matcovich, 7th Aug.—Shanghai 1st August.  
General—Sander, Wieler & Co.  
MONKOT, German steamer, 852, Göttsche, 12th Aug.—Bangkok 4th Aug. Rice—Butterfield & Swire.  
MUNCHER, German steamer, 1,491, Krebs, 28th May.—Caroline Islands 15th May. Ballast—Melchers & Co.  
MUREX, British steamer, 2,329, E. Halliday, 7th Aug.—Balik Papan 31st July. Petroleum—Arnhold, Karberg & Co.  
MUTTRA, British transport, 2,985, D. C. Macintyre, R.N.R., 14th Aug.—Calcutta 2nd Aug. Government Stores—Government.  
NESS, British steamer, 1,903, W. Pear, 14th Aug.—Kutchinota 9th August. Coal—Mitsui Bussan Kaisha.  
NUEN TUNG, German steamer, 1,341, C. Schönberg, 14th Aug.—Sydney 16th July. General—Melchers & Co.  
PEKIN, British steamer, 3,577, F. J. Fox, 14th Aug.—Bombay and Singapore 8th Aug. Twist, Cotton and Various—P. & O. S. N. Co.  
PELAYO, British steamer, 956, Burns, 13th Aug.—Singapore 6th Aug. Case Oil—G. Mc-Bain.  
SHIRLEY, British steamer, 1,600, Satchell, 11th Aug.—Mojil 4th Aug. Coal—Mitsui Bussan Kaisha.  
THALES, British steamer, 895, A. J. Robson, 14th Aug.—Fochow 10th Aug. Amoy 12th and Swatow 13th. General—Douglas, Laprak & Co.  
VICTORIA, American steamer, 2,112, J. Panton, 1st Aug.—Tacoma, U.S.A. 4th July. General—Dodwell & Co., Ltd.  
Y. SONTAN, American steamer, 585, D. J. A. Gottiolo, 13th July.—Manila 10th July. General—Order.  
YAMAGUCHI MARU, Japanese steamer, 2,058, S. Yoshizawa, 14th Aug.—Yokohama 3rd Aug. General—Nippon Yusen Kaisha.

## Sailing Vessels.

BRIZEUX, French ship, 1,400, Gouin, 7th Aug.—Cardiff 17th April. Coal—Order.  
CELESTE BURRILL, British ship, 1,704, C. A. Treffy, 29th May.—Manila 9th May. Ballast—Order.  
HOLZHAUSEN, American bark, 1,084, E. M. Knight, 14th June.—Fremantle, W.A. 3rd May. Sandalwood—Order.  
I. F. CHAPMAN, American ship, 2,013, Chapman, 10th Aug.—Kobe 10th July. General—Arnhold, Karberg & Co.  
L. SCHEFF, American ship, 1,673, Kendall, 5th July.—Manila 25th June. Ballast—Carlowitz & Co.  
MANUEL LLAUNO, American ship, 1,650, Nichols, 20th June.—New York 3rd Mar. Korosine Oil—Standard Oil Co.  
MARCHEL DE VILLARD, French bark, 1,171, Rinaldi, 31st May.—Cardiff 4th Aug. Coals—A. & C. Trading Co.  
SEA WITCH, American ship, 1,172, Howes, 21st Feb.—Manila 18th Feb. Ballast—Master.  
SUBOEHANMA, American ship, 2,105, M. T. Bailey, 24th July.—Manila 17th July. Ballast—Siemens & Co.

## HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, August 15th, 1901.  
Alacrity, despatch vessel, 1,700 tons, 10 guns, 3,000 i.h.p., Comdr. C. G. F. M. Crook, Shanghai.  
Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. E. D. Hunt, Shanghai.  
Arctura, 2nd-class cruiser, 4,300 tons, 10 guns, 5,000 i.h.p., Capt. J. Startin, Woosung.  
Argonaut, 1st-class cruiser, 11,000 tons, 16,500 i.h.p., 16 guns, Capt. G. H. Cherry, R.N., Shanghai.  
Astron, 2nd-class cruiser, 4,300 tons, 7,000 i.h.p., 10 guns, Capt. A. W. Paget, C.M.G., Shanghai.  
Aurora, 1st-class cruiser, 5,600 tons, 8,500 i.h.p., 12 guns, Capt. E